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## 2 Traffic Control

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**Basic Setup**

**Continual Inspection**

# ***CHAPTER TWO:***

## ***TRAFFIC CONTROL***

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The need for standard traffic control is essential during roadway construction to guide traffic safely and efficiently through what would otherwise be hazardous areas.

Traffic control procedures are used at work sites to:

- 1) Warn motorists of the hazards involved and to advise them of the proper manner for traveling through the area
  - 2) Inform the user of changes in regulations or additional regulations that apply to traffic traversing the area
  - 3) Guide traffic through and around the work site
  - 4) Delineate areas where traffic should not operate
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### **BASIC SETUP**

Two typical traffic control situations are presented in Figures 2-1 and 2-3. Reference should be made to the Indiana Manual on Uniform Traffic Control Devices for more specific information. Standard Drawings **Section 801** should also be consulted for traffic control setups for a specific contract.

Two-lane roadway with two-way traffic is shown in Figure 2-1. This situation requires a flagger with advance warning signs at both ends of work area as follows:

- 1) A 48 inch x 48 inch XW20-4, "One Lane Road Ahead" sign
- 2) A 48 inch x 48 inch XW20-7, "Flagman Ahead" sign

All of the signs for this situation are to be located on the outside shoulder of oncoming traffic at a height of 7 feet from the bottom of the sign to the pavement. The "Flagger Ahead" sign is required to be stationed from 500 feet to one mile in front of the flagger.

Flaggers are required to be equipped with portable two-way radios, safety vests, and flags or paddles. Basic flagging procedures are shown in Figure 2-2.

Multi-lane roadway is shown in Figure 2-3. A flagger is not normally required in this situation since advance warning signs are sufficient to warn motorists. Warning devices include:

- 1) A Right or Left Lane Closed Ahead sign (XW20-5)
- 2) A "Merge" sign (XW4-2)
- 3) A flashing arrow

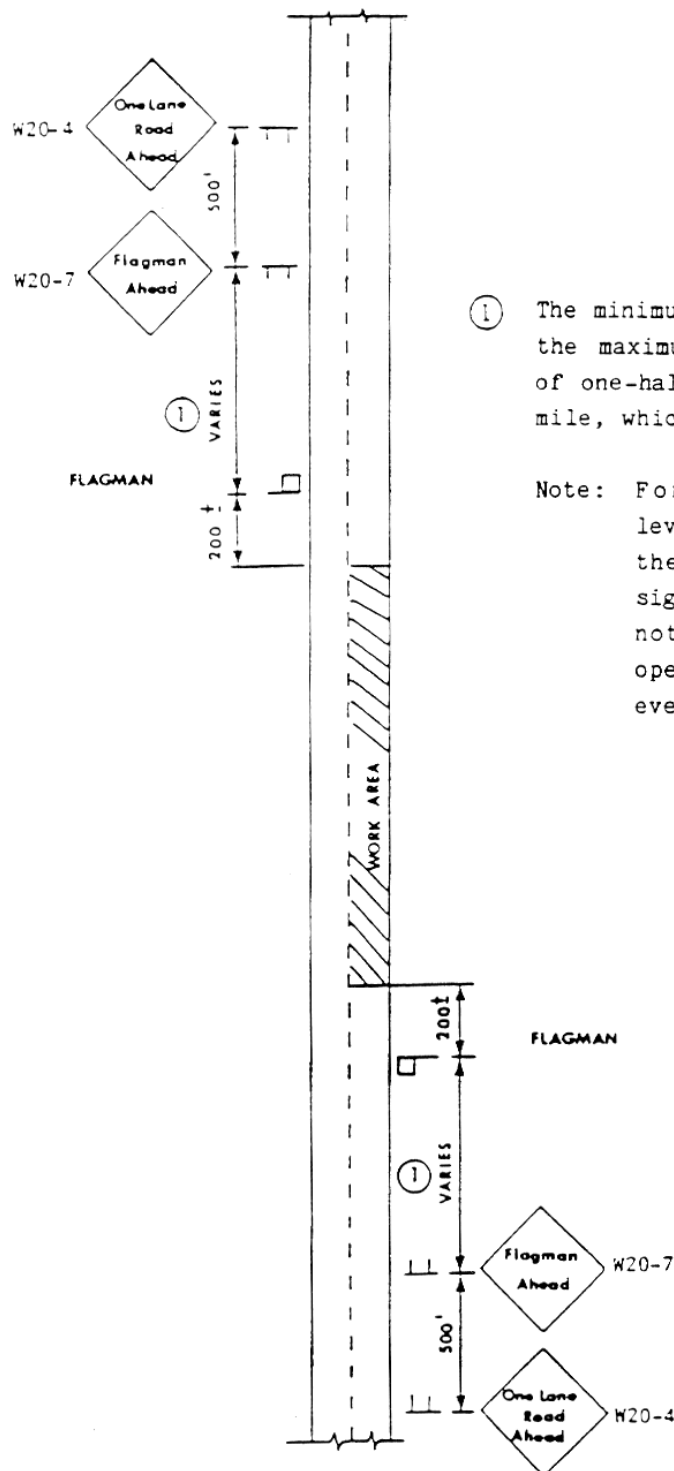
A set of signs is required to be located on both the outside and inside shoulders and mounted at a height of 7 feet from the bottom of the sign to the pavement (Standard Drawing **801-TCDV-05**). The flashing arrow is placed on the pavement shoulder a calculated distance from the beginning of the work area.

## **CONTINUAL INSPECTION**

All traffic controls used at roadway work sites are required to be inspected daily to ensure the safety of the work force, the traveling public, pedestrians, as well as to protect the freshly placed mat.

The proper placement of standard highway signs, barricades, and other traffic control devices on roadways in construction areas is a never-ending responsibility. This responsibility includes periodic inspection of existing devices and conditions throughout the contract for compliance with the standards.

All contract personnel are responsible for the inspection of construction signs. The HMA technician is responsible for inspection of all traffic control devices at the paving site. The technician is required to know who to contact if a traffic problem occurs.

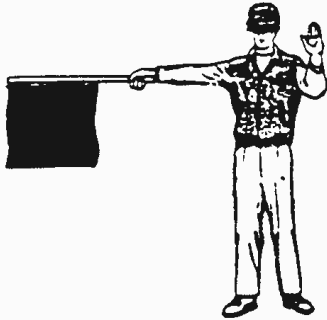


- ① The minimum distance is 500 feet and the maximum distance is the length of one-half day's operation, or one mile, whichever is less.

Note: For patching, wedge and level, or similar operations, the distance between W20-7 signs in any one set up shall not exceed one-half day's operation or one mile, whichever is less.

Figure 2-1. Two-Lane Roadway with Two-Way Traffic

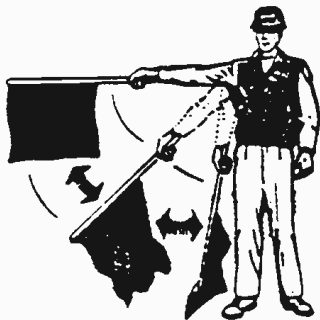
FLAG



TO STOP  
TRAFFIC



TRAFFIC  
PROCEED



TO ALERT  
AND SLOW  
TRAFFIC

PADDLE

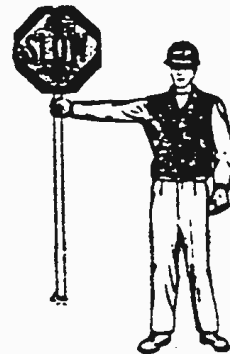
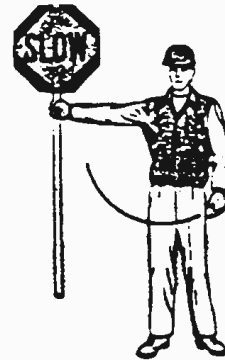


Figure 2-2. Flagging Procedures

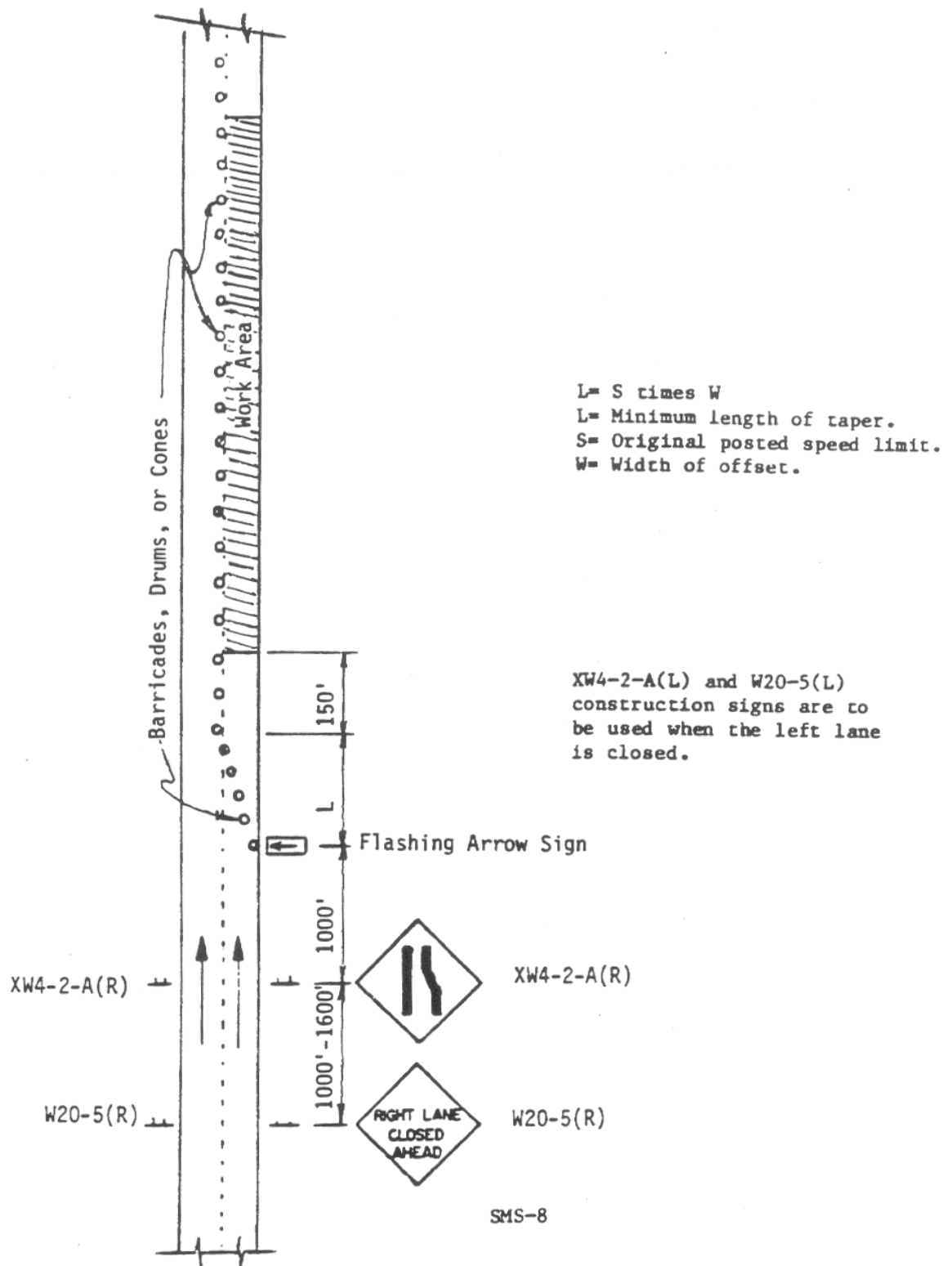


Figure 2-3. Multi-Lane Roadway